



Direction # 101

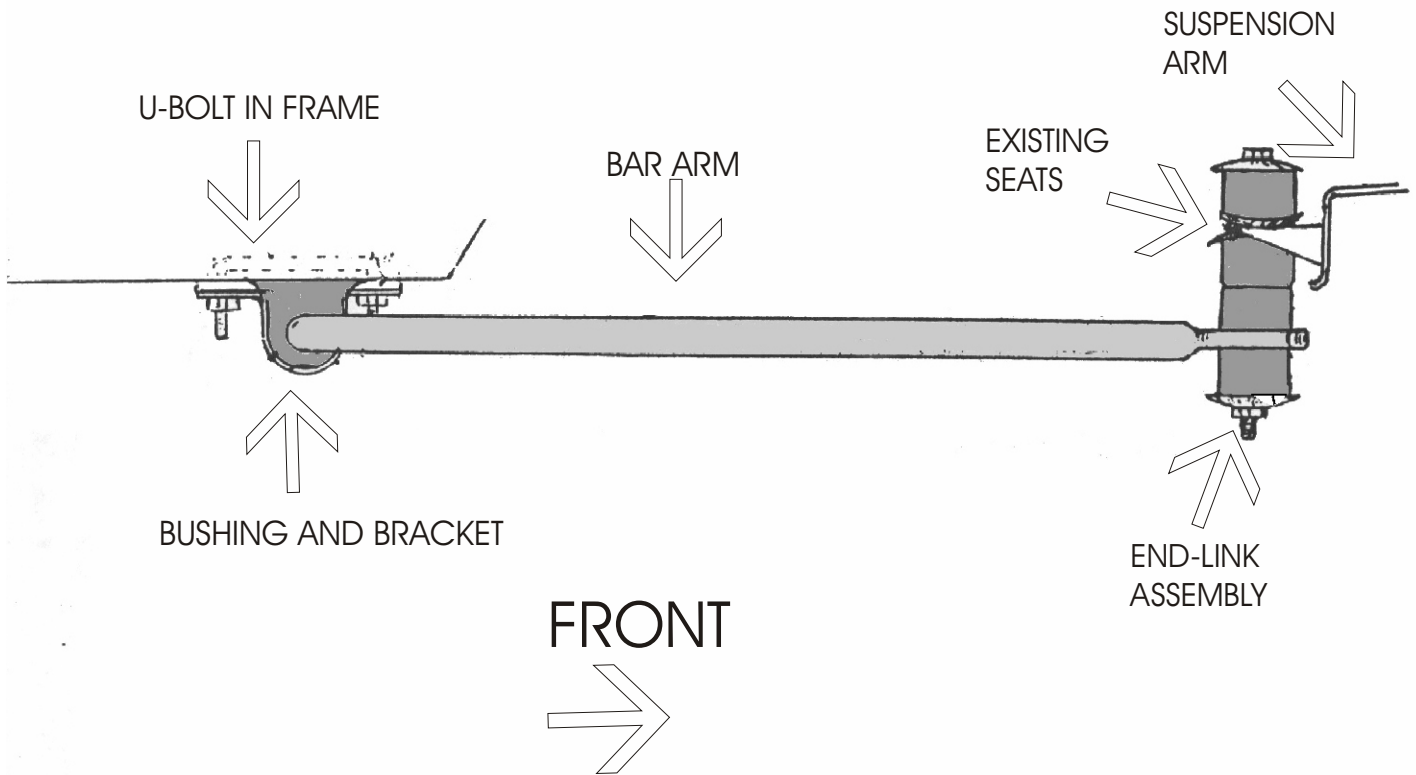
NOTE: THE CAR MUST BE AT ITS NORMAL RIDE HEIGHT FOR PROPER INSTALLATION.

- Step #1.** Lay the bar under the car, with the arms pointing forward of the suspension arms. The bar eyes will locate under the existing welded on eyes on the rear side of the suspension arms. The bar mid-section crosses the car under the area of the transmission.
- Step #2.** Assemble the end-link as illustrated. The washers face the bushings at the top and bottom of the assembly and on either side of the spacer. The existing bracket goes between the upper pair of rubber bushings while the bar eye goes between the lower pair.
- Step #3.** Place a mid-section bushing on the bar near the bends, flat side up. Raise the bar to the frame bottoms, place a bar bracket around the bushing and mark frame through the holes. While marking, end-links must be vertical.
- Step #4.** Drill holes with a 3/8" drill bit. Place a nut on one end of the U-bolt and insert the other end into one drilled hole; then maneuver until it reappears through the hole in the bracket end and start another nut. Remove the first nut; place free end of plate and bracket over it and replace nut positioning mid-section of bar and bar bushing within the bracket. Tighten the nuts to securely hold the bar in place.
- Step #5.** Have someone bounce the front of your car so you may check all clearances throughout the suspension travel distance.
- Step #6.** Check all fastenings for suitable tightness. Road test the car to accustom yourself to its new handling. As we cannot supervise your installation or driving, we cannot be held responsible for more than the cost of the kit. **NOTE:** For best results and most balanced cornering, this kit should be used in conjunction our rear kit.

KIT CONTAINS:

2- RH 035	Gnd-links	2- RH 612W	Bushings
2- RH 040	Brackets	2- RH 402	U-Bolts
2- RH 022	Angles	2- RH 214	Bolts
6- RH 304	Lock-Nuts		

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DUE TO A CHANGE IN THE U-BOLT, THE BASE PLATE HAS BEEN OMITTED.

